

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | | | | Comments |
|--|--------------------------------------|---------------------------------------|--|--|---------------------------------------|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | |
| Alabama | No provisions Found | | | | | | |
| Alaska 13 AK ADC 04.275 | X | X | X | | X | X | |
| Arizona | No Provisions Found | | | | | | |
| Arkansas A.C.A. § 27-35-111 | X* | | X | | | | *When one (1) vehicle is towing another, there shall be an additional connection between the vehicles sufficient to hold the vehicle being towed in the event the drawbar or other regular connection should break or become disconnected. |
| California West's Ann.Cal.Vehicle Code § 28004 Ann.Cal.Vehicle Code § 29004.5 | X | X | X | Breaking strength must equal or exceed gross weight of towed vehicle | X | X | All safety connections and attachments shall have a positive means of ensuring that the safety connection or attachment does not become dislodged while in transit. Requires retail seller to supply instructions to purchaser of RV on proper method of making connection. No RV trailer shall be manufactured for sale in CA, sold, offered for sale, leased or rented unless equipped with a safety connection in compliance with CA law. |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | | | | Comments |
|---------------------------------------|--------------------------------------|---------------------------------------|--|---------------------------------|---------------------------------------|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | |
| Colorado C.R.S.A. § 42-4-506 | 2 | X | X | | | | When one vehicle is towing another and the connection consists of a chain, rope, or cable, there shall be displayed upon such connection a white flag or cloth not less than twelve inches square. |
| Connecticut CT ADC § 14-1-6 | X | | X | | | | Must be coupled to frame of towing vehicle. |
| Delaware | No Provisions Found | | | | | | |
| Florida West's F.S.A. § 316.530 | 2 | X | X | | | | |
| Georgia | No Provisions Found | | | | | | |
| Hawaii | | | | | | | Each island's government may have specific requirements. |
| Idaho | No Provisions Found | | | | | | |
| Illinois 625 ILCS 5/15-110 | 2 | | X | | | | |
| Indiana IC 9-20-9-8 | 2 | | | | | | Attach one on each side of coupling at extreme outer edge of vehicle. |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | | | | Comments |
|--|--------------------------------------|---------------------------------------|--|---|---------------------------------------|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | |
| Iowa I.C.A. § 321.462 | X | | X | | | | |
| Kansas K.S.A. 8-1904 K.S.A. 8-1907 | | | | Drawbar, towbar or other connections shall be of sufficient strength to pull, stop and all weights towed. | | | In addition to the drawbar connections between two vehicles, there shall be provided an adequate safety hitch. |
| Kentucky | No Provisions Found | | | | | | |
| Louisiana LSA-R.S. 32:384 | X | | X | | | | Required on trailers with loaded gross weight capacity up to 6,000 lbs. Devices other than safety chains must be approved by state. |
| Maine 29-A M.R.S.A. § 2385 | X | | X | | | | Safety chain or steel cable shall be made of at least 1/4" wire. |
| Maryland MD Code, Transportation, § 24-107 MD ADC 11.13.08.03 11.13.08.10D | X | X | X | X | X | X | Must be coupled directly to frame of towing vehicle. Attachment to pintle hook does not meet this requirement. A safety chain is required for all towing, other than fifth wheel trailers. A vehicle towing another vehicle must use a tow dolly. |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|--|--------------------------------------|---------------------------------------|--|---|---------------------------------------|---|---|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | | | | |
| Massachusetts 540 MA ADC 22.10 | 2 | | X | Strength at least equal to gross weight of trailer and its load | X | X | Attach one on each side of the central trailer hitch. Each chain must be independent of the other or of the coupling and shall have an ultimate strength at least equal to the gross weight of the trailer and its load. |
| Michigan M.C.L.A.257.721 | 2 | | | | | | Attach one on each side of coupling at extreme outer edge of trailer. In addition, safety chains used in three-vehicle RV combinations must have locking mechanism. |
| Minnesota M.S.A. § 169.82 | 2 | X* | X | | X | | Must be permanently attached to trailer. Must be attached to vehicle near the points of bumper attachments to chassis. * Must be an approved coupling and kingpin assembly. |
| Mississippi Miss. Code Ann. § 63-5-25 | X | X | X | | X | X | It is unclear if the state would include RV fifth-wheel in the exemption. |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|--|--------------------------------------|---------------------------------------|--|--|---------------------------------------|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | | | | |
| Missouri V.A.M.S. 307.170 | X | X | X | | | | |
| Montana MCA 61-9-208 | X | | | | | X | Required on trailers 3,000 lbs GVWR or less. Securely fastened to towing unit. Steel chain or cable must have minimum diameter of 1/4" and cannot be connected to ball. |
| Nebraska Neb.Rev.St. § 60-6,246 | 2 | | | | | X | |
| Nevada NV ADC 484.130 | X | | X | Chain must hold GW of vehicle or vehicles being towed. | X | X | |
| New Hampshire N.H. Rev. Stat. § 266:63 | X | | X | | | X | Each chain must have ultimate strength at least equal to gross weight of trailer and load. |
| New Jersey N.J.S.A. 39:4-54 | X | | X | Chain must hold the motor drawn vehicle on a hill | | X* | * Or trailer shall have an adequate device to prevent its rolling backwards. |
| New Mexico | No Provisions Found | | | | | | |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|---|--------------------------------------|---------------------------------------|--|---|---|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | | | | |
| New York McKinney's Vehicle and Traffic Law § 375 (29 – a) 15 NY ADC 57.3 | X | | X | Table 4 of Section 57.2 of Commissioners Regulations | X Each chain shall have same length of slack | X | Attach single chain on trailer's longitudinal center line. If 2 chains, attach equal distance from and on opposite sides of longitudinal center line. Chains must be crossed under the tongue. Means of attachment shall not be common with or utilize fasteners common with ball or coupling. No welding may be performed on chain after its manufacture. |
| North Carolina N.C.G.S.A. § 20-123 | 2 | X* | X | Chains must have strength to hold the gross weight of the towed vehicle | | | * Not needed on trailers and semitrailers that have locking pins or bolts in the towing attachment to prevent disconnection provided they are of sufficient strength and condition to hold the gross weight of trailer. |
| North Dakota NDCC, 39-21-32 ND ADC 37-06-03-02 | 2* | X | | | | | * Or brakes that automatically apply upon trailer breakaway. |
| Ohio R.C. § 4513.32 | 2 | | X | | | X | |
| Oklahoma 47 Okl.St. Ann. § 12-405.1 | 2* | | X | | | X | * Or a safety device which provides strength, security of attachment and directional stability equal to or greater than that provided by safety chains. |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | | | | Comments |
|---|--------------------------------------|---------------------------------------|--|---|---------------------------------------|---|---|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | |
| Oregon O.R.S. § 818.150 § 818.170 | X | X* | X | Tensile strength equal to loaded weight of trailer | X | X | * Upper and lower halves of assembly cannot be separated without being manually released. |
| Pennsylvania 75 Pa.C.S.A. § 4905 | 2 | | | Each chain must have strength at least equal to GVWR of trailer | X | X | Chains must be equal length. Must be crossed. Applies to ball-and-socket type hitch or pintle hook without a locking device. |
| Rhode Island | No Provisions Found | | | | | | |
| South Carolina Code 1976 § 56-5-5150 | X | X | X | | | | |
| South Dakota SDCL § 32-19-9 § 32-19-10 | X | X | X | | X | X | |
| Tennessee T. C. A. § 55-7-114 | X | X | X | | | | |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|---|--------------------------------------|---------------------------------------|--|---------------------------------|---------------------------------------|---|---|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | | | | |
| Texas V.T.C.A., Transportation Code § 545.410 37 TX ADC § 21.7 | 2 | X | X | | X | X | Chains must be equal length and crossed. Attach to towing vehicle equidistant right and left of point where vehicles are connected, and attach to towed vehicle either side of tongue equidistant forward and aft of hitch. Connect by means of bolts, pins or secure connecting methods meeting strength requirements. Cannot be directly welded. |
| Utah U.C.A. 1953 § 41-6a-1634 | X | X | X | | X | X | Securely connected to chassis of towing vehicle, trailer and drawbar. |
| Vermont 23 V.S.A. § 1341 | X | | | | | | Must be adequate to insure public safety. |
| Virginia Va. Code Ann. § 46.2-1118 | X | | | | | | |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Chain Strength | | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|--|--------------------------------------|---------------------------------------|--|---------------------------------|--|---|---|
| | | | Retain Control If Tow Bar/ Hitch Fails | State Has Strength/Design Rules | | | |
| Washington WA ADC 204-70-040 204-70-070 204-70-99004 204-70-99005 | 2 | | X | X | Each chain shall have same length of slack | X | Equal distance from and on opposite sides of longitudinal centerline of towing vehicle and trailer. Must be crossed. Attachment cannot be common with or utilize fasteners common with ball or coupling. No welding subsequent to manufacture including direct welding of a safety chain link to towed or towing vehicle. Permits use of wire ropes or cables. |
| West Virginia | No Provisions Found | | | | | | |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
 Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.

Safety Chain Requirements for RV Trailers

State Equipment and Road Use Law Summaries

NOTE: A safety chain is a flexible tension device usually connected between the towed vehicle and the towing vehicle and normally has sufficient strength to prevent separation of those vehicles if the primary coupling device fails.

| State/Cite | Chain Strength | | | State Has Strength/Design Rules | No More Slack Than For Proper Turning | Prevent Tow Bar From Dropping If Disengaged | Comments |
|--|--------------------------------------|---------------------------------------|--|--|---------------------------------------|---|--|
| | At Least One Chain Or Cable Required | Fifth-Wheel Kingpin Assemblies Exempt | Retain Control If Tow Bar/ Hitch Fails | | | | |
| Wisconsin W.S.A. 347.47 WI ADC s Trans 308.12 | 2 | X | | Each means of attaching chain or cable shall have a longitudinal strength at least equal to the total gross towed weight | | | Two separate lengths required. Attachment shall be located equally distant from and on opposite sides of the longitudinal centerline of the towing vehicle and the trailer. Each means of attachment shall have no towing function other than the connection of safety chains and shall not be common with or utilize fasteners common with a ball, socket, ring, pintle, clevis, pin or other equivalent portion of the primary towing arrangement. No welding operation shall be performed on safety chain subsequent to its manufacture. |
| Wyoming | No Provisions Found | | | | | | |
| District of Columbia 18 DC ADC § 2504 | X | | | Chains to hold the trailer on a hill | | | |

ADC = administrative code

Chart is not intended as legal advice and does not provide all regulations on the subject.
Direct specific questions to your legal counsel. RVIA assumes no responsibility for inaccuracies or omissions.